ROOK

EN B

XC SUPERSTAR

TRIPLE SEVEN

TRIPLE SEVEN

ROOK

777 XC SUPERSTAR

USER MANUAL

Version 1.6.5, Date: 26.5.2013

TRIPLE SEVEN

Introduction

Welcome

Welcome to the Triple Seven Team! We are excited that you have chosen to fly the ROOK, as we are confident that this glider will be the next step in your piloting career. We wish you exciting flying adventures!

Triple Seven Mission

Our company's goal is to produce high quality products and technologically innovative gliders of all types and classes. We are striving to develop state of the art paragliders, with the optimum compromise between safety and performance, produced in Europe.

Your success is our inspiration; our goal is your success.

Manual

This document contains complete product information and instructions to familiarize you with the main characteristics of your new glider. It contains instructions on how to use and maintain the wing, however, its purpose is not to serve as learning material to pilot this kind of wing. As such, this is not a flying manual. Flying instructions can only be taught by flying schools and specially certified instructors.

It is important that you take time to read this manual carefully before the first flight, as thorough knowledge of your equipment enables you to fly safely and to maximize your full potential. If you borrow or give your glider to another pilot, please pass this manual on with it.

If any use of Triple Seven equipment remains unclear after having read this manual, please contact: your local paragliding instructor, your Triple Seven importer or Triple Seven. This product manual is subject to changes without prior notice. Please check www.777gliders.com for the latest information regarding our products.

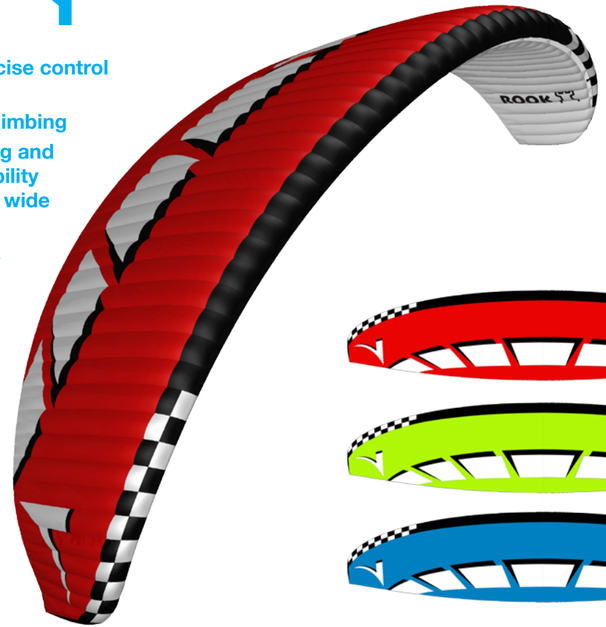
Summary

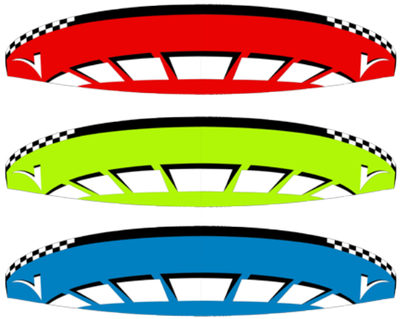
1. 777 XC SUPERSTAR 3
II. Introduction 4
II.i. Welcome 4
II.ii. Triple Seven Mission 4
III. Manual 4
4. ROOK 7
4.1. Designer's thoughts 8
4.2. Who is this glider for? 9
4.3. Certification 9
5. Before flight 10
5.1. Elements, components 10
5.2. Assembly 10
5.3. Harness 11
5.4. Accelerator settings 11
5.5. Brakes' adjustments 11
5.6. Weight range 12
5.7. Wing inflation 12
5.8. Modifications on the glider 12
5.9. Preflight safety 12
6. Flying ROOK 13
6.1. First Flight 13
6.2. Preflight check equipment 13
6.3. Final preflight check 14
6.4. Inflation, control, take-off 14
6.5. Line knots or tangles 14
6.6. Normal flight, best glide 15
6.7. Minimum sink 15
6.8. Accelerated flight 15
6.9. Active flying 15
6.10. Flying in turbulence 16
6.11. Fast decent techniques 18
6.12. Winch launch 19
6.13. Aerobatics 19
6.14. Primary controls failure 19
6.15. Landing 19
7. Maintenance 20
7.1. General advice 20
7.2. Packing instructions 20
7.3. Storage 21
7.4. Cleaning 21
7.5. Repair 21
7.6. Checks and control 21
VIII. Packing ROOK 22
9. Technical data 24
9.1. Technical data 26
9.2. Materials description 26
9.3. ROOK risers arrangement 27
9.4. Line plan ROOK 28
9.5. Line lengths ROOK L 29
9.6. Line lengths ROOK M 30
9.7. Line lengths ROOK S 31
9.8. Certification specimens 34
X. Safety and responsibility 38
XI. Guarantee 39
XII. Registration information 40
XIII. Get involved 40
XIV. Contact 41
XV. Top 5 XC tips 43

ROOK

- Progressive handling, offering easy and precise control characteristics
- Profile and trim speed optimized for good climbing
- Balanced wing tension, together with leading and trailing edge reinforcements for greater stability and good gliding performance throughout a wide speed range
- Optimized geometry of the suspension lines and materials for reduced drag and better gliding performance
- Good pitch stability and easy to pilot
- Light weight and easy launch control
- A unique race look
- EN-B, LTF-B certification

ROOK is a glider designed by the Valic Brothers, made for local soaring and cross country flying. The glider's technical design is based on experience and technology of competition wings, with great emphasis on ease of flying and safety.





Designer’s thoughts

Our design goal from the beginning of this project was to make an easy fun flying cross country glider that would satisfy the needs of a broad range of pilots. As always, we were trying to make a better and higher performance glider than available on the market. This glider is no exception, as we took great care of both aspects throughout the whole development process. So while testing and improving the glider for safety and ease of flying, we were always comparing it to other gliders and we must say that we are really happy with the results.

Aljaž Valič

Who is this glider for?

This wing is a high performance EN-B, LTF-B certified glider intended for intermediate to advanced pilots that want safety and high performance in this class. Intermediate pilots may find this glider great for the progression of their piloting XC skills for years, whilst experienced pilots will enjoy the comfort of safety and performance on long cross country flights; even in stronger air.

The pilot of this wing should be comfortable with the basic active flying techniques of controlling a glider in active air, naturally preventing pitch or roll movements. As with any glider, we recommend constantly improving your basic and advanced flying skills.

Certification

The ROOK has passed the European EN-B certification for all commercially available sizes. The homologation results are enclosed at the end of this manual.

Before flight

Elements, components

The ROOK is delivered together with a rucksack, inner bag, compression strap, Triple Seven T-shirt and USB key with this manual.

Assembly

Before you rush to the first take-off we recommend you take your time to unpack and test your equipment on a training slope. In this way you will have time and will not be distracted or rushed to prepare your equipment, andyou will be able to do your first pre-flight check properly.
The place should be flat, free of obstacles, and with light wind. This will enable you to nicely inflate the wing and also familiarize yourself with it while ground handling. Every glider has to be checked by a Triple Seven dealer, however, as a pilot you want to do a proper pre-flight check yourself.

Firstly, prepare and spread out the glider like you would normally do. While you are spreading out and walking along the glider, observe the fabric material for any abnormalities. When you are done with the inspection of the canopy, grab the risers and spread the lines, check if the risers and maillons (carabiners) are properly closed. Identify and disentangle the A1, A2, B, C risers and the lines including the brake lines. Connect the risers' main attachment points correctly to the harness, watch for any twists and make sure that the main carabiners are properly closed.

Harness

The ROOK has passed EN-B certification testing using a GH - ABS type harness. This certification allows the ROOK to be flown with most of the harnesses on the market, but keep in mind that the change of a harness greatly influences the feeling of the glider, depending on the effectiveness of the harness weight shift. Check with the harness manufacturer or with your instructor whether your harness is of the proper type.

The length of the harness chest strap affects the distance between the main carabiners and the wing's handling as well as your stability in the harness. Tightening the chest strap increases your stability, but greatly increases the risk of twisting after a collapse. A tight setting also increases the tendency to maintain a deep spiral. As a rule of thumb, a more opened chest strap gives you more feedback from the glider, which is good for your climbing efficiency and increases safety in a flying incident. But we strongly recommend adjusting the length of the harness chest strap according to the lengths used during certification. This setting varies according to the harness size from 42cm to 50cm. Check the settings used during testing under the certification specimen section.

We recommend that your first flight with the ROOK is not also with a new harness. Another rule of thumb is if you want to experience the feeling of new equipment, change only one part of equipment at a time.

Accelerator settings

The ROOK speed system increases the speed of the glider by 14km/h with the accelerator at full travel, from trim speed at 38km/h to full speed at 52km/h.

Before attaching the accelerator system to the ROOK risers, check that the speed system inside your harness is correctly routed and that all pulleys are set correctly. Make sure there are no knots or other obstacles that might make the accelerator get stuck during usage.

The length of the speed bar lines should be adjusted on the ground so that your legs are fully extended at the point of full accelerator travel. While setting the speed line lengths make sure they are long enough, so that the speed system does not accelerate the glider by itself. If in doubt how to properly set the accelerator system, please consult your instructor or Triple Seven dealer.

Brakes' adjustments

The length of the brake lines has already been adjusted by the manufacturer and is the same as used during the certification test flights. The length is set and fine-tuned during the development of the glider, therefore generally there should be no need to adjust them. We recommend flying this setting for a while, and you can still change it afterwards if you wish to do so. If you change the length of the brakes, do it in a step by step process of 2 cm at a time. Bear in mind that if you make the brake lines too short, they might be applied unintentionally while the speed system is being used.

Weight range

Each size of the ROOK is certified for its own weight range. The above mentioned weight includes the weight of the pilot and complete paragliding equipment, together with the glider, harness, all accessories and optional ballast. Every glider changes its characteristics by changing the take-off weight. We recommend that you always fly your glider in the specified weight range. To measure your take-off weight, step on a scale with all your equipment packed in the rucksack.

Lower half of the weight range
Flying the ROOK, as any other glider, in the lower part of the weight range, causes the agility of the glider to decrease, and when flying through turbulence its tendency for collapses relatively increases as compared to flying it in the upper wing loading range. However, reactions after a collapse are less dynamic and sink rate improves. Therefore, if you mainly fly in weak conditions, you might prefer this weight range.

Upper half of the weight range
Again, as with any other glider, flying the ROOK in the upper part of the weight range increases the stability and agility of the glider. Consequently, there is a slight increase in the glider's speed and also gliding performance, especially when flying against the wind. If you normally fly in stronger conditions and you prefer relatively more dynamic flying characteristics, you should set the take-off weight in the higher weight range. Reactions after a collapse may be more dynamic in the upper half of the weight range.

Wing inflation

Still being on the training slope and having prepared and checked everything, inflate your wing and play with it to get a feel of your new glider while ground handling. By doing this you are making a final check of the canopy and lines, and that everything is in order.

You will find that the ROOK inflates very easily and smoothly without excessive energy and with minimum pressure while moving forwards. For inflation and lifting the glider you may use only the A1 risers. Do not pull on the risers just with your hands, instead use your whole harness. Your hands should only accompany the rising movement of the wing. When the wing is above you, apply correct pressure on the brake lines and the glider will stay above you.

Modifications on the glider

Any modifications of the lines or risers' speed system cause the loss of the certification, similarly to flying the wing outside the weight range.

Preflight safety

Before flying the ROOK, you should obtain all practical and theoretical training and the certification for flying this kind of wing. Pilots should be physically and mentally fit, using complete paragliding equipment and flying only in conditions suitable for their level of flying expertise.

Flying ROOK

First Flight

Now that you have already familiarized yourself with your new glider while ground handling on a training slope, you are ready for your first flight. For the first flight it is recommend that you choose a familiar flying area and to fly your new glider in calm conditions.

Preflight check equipment

Before every flight you need to do a pre-flight check and the inspection of other equipment. Learn to do this, as it takes no extra time. This procedure may vary, depending on the instructor, pilot or equipment settings. Some pilots have their wing always connected to the harness. However you should have a consistent method of checking and preparing your equipment and doing the final pre-flight check.

1. After the arrival on take-off, assess the suitability of flying conditions.
2. While walking around the canopy preparing and spreading out the wing, you should at the same time inspect the canopy.
3. After you check the lines and connect the risers to the harness, grab the lines and slide them through your fingers as you walk towards the canopy. In this way you double check that the lines are not tangled, stuck or damaged. If meanwhile the canopy

moves, walk around and correct it again.
4. Inspect the harness, reserve, speed system and all connections.

Final preflight check

1. Strap into the harness. The leg straps should be the first to be connected on the take-off and the last ones to be released after the flight. Make sure you are strapped in correctly and wearing a helmet.
2. Check the risers for a twist and that the carabiners are properly closed. Check if the speed system is not affecting your risers – accelerating unintentionally.
3. Check the lines. The A riser lines should be on top, and all lines untangled. Check if none of the lines are lying over or below the canopy.
4. Check the canopy. The glider should be spread out in the shape of an arch and all cells open.
5. Check the wind, take-off and airspace. The wind should be favourable for take-off and the pilot's level of expertise. Airspace should be cleared, together with the take-off area.

Inflation, control, take-off

The ROOK has easy take-off behaviour and does not require any additional advice regarding the forward or reverse launch. Try to divide and practice the take-off procedure in three steps.

1. Inflating and raising the glider
2. Controlling the wing and wing check
3. Accelerating and take-off

It is always advisable to practice and improve proper launching techniques as this reduces unnecessary additional stress before the take-off.

Wind speeds up to 25 to 30km/h are considered strong and extra care is required for the flight. If you are launching in strong winds we recommend the reverse launch technique, with your brakes in the right hands at all times. Launch the glider with a gentle pull and then walk towards it if necessary to reduce the relative wind force. When the glider is above you, gently control the wing and take off.

Line knots or tangles

If you fail to observe a line knot or you find yourself flying with a knot before being able to prevent the unintentional, uncontrolled take-off, try to stay away from the ground or other pilots by flying away from the mountain, before taking any corrective action on the wing. This means that you weight shift and/or counter brake the opposite side of the wing and control the flying direction with the least amount of force needed for the wing to fly straight away from the mountain.

Be careful not to apply too much brake or to fly too slowly to avoid a stall or spin. When you are at a safe distance away from the mountain and you have gained relative height by flying away, you may want to gently and briefly pull the lines that are tangled with the knot. If the knot is on the brake lines you might want to gently and briefly "pump" the appropriate brake line.

Please note that by pulling the lines, the knot may get stuck in a worse position and the situation may escalate also to a stall or spin. Therefore, if you estimate that you can control the wing relatively safely and that the knot is not released by gently and briefly pulling the tangled lines, immediately fly to the landing zone and land safely.

Normal flight, best glide

Without any brakes applied and without using the accelerator, the wing flies at the so called "trim speed". In calm air this is theoretically the best glide speed. The best speed glide depends on the glider's polar and air mass, vertical and horizontal speed. We recommend reading more about the theory of the best glide and McCready theory.

Minimum sink

If you apply brakes on both sides for about 15 to 20cm you will slow the glider to the theoretical minimum sink speed. But we do not recommend using this speed even for thermalling, as you achieve much better climbing and control by letting the glider fly with its "trim speed" and natural energy. With a proper take-off weight you will find that the glider has great climb, reactions and agility.

Accelerated flight

After you get comfortable flying the ROOK, you can start practicing using the speed system, which will provide better performance while gliding against the wind and through a sinking air mass. The ROOK was designed to be stable through its entire speed range, but this requires the use of active flying techniques. Note that any glider becomes less stable while flying accelerated and that the risk of a collapse is higher in accelerated flight. Additionally, the reaction of the glider to a collapse in accelerated flight is more radical in comparison to the one which occurs at trim speed.

We recommend that you avoid accelerated flight near the ground and to be very careful using the accelerator in turbulent conditions. Use a soft speed bar, which enables you to accelerate the glider by using only one leg. To control the direction use weight shift. To control the pitch change the amount of the speed bar. Do not use or pull the brakes while using the speed bar. Use the speed bar progressively when accelerating and instantly release when you feel a slight loss of tension, pressure or even a collapse. If you encounter a collapse while using the accelerator, release the speed bar immediately before taking any other corrective action. Always keep more distance from the ground when using the speed bar.

Active flying

This is a basic flying technique for any intermediate and advanced pilot. It implies permanent control and the correction of pitch and roll movements together with the prevention of any deflations or collapses. In a nutshell this means flying straight through active or turbulent air, so that the pilot keeps the glider above his or her head at all times, compensating and correcting any unwanted movements of the wing.

Few examples:

- While entering a strong thermal, the wing will stay a little bit behind relative to the pilot. The pilot should let the brake up allowing the wing to fly faster and to catch up.
- If the wing surges in front of the pilot, the pilot should counter brake until the surge is controlled and then release the glider to let it fly normally.
- If the pilot feels a loss of tension on the wing or a loss of pressure on the brakes on one side of the wing, he should smoothly apply the brake on the side with loss of pressure and/or weight shift to the opposite side until the pressure returns. After that, again release the brake and/or weight shift to the neutral position and let the glider fly normally.

The key in all cases is to avoid an over-correction and not to maintain any correction longer than necessary. After each action let the glider fly normally again. To re-establish its required flying speed. You can train or get a feeling for most of these movements safely on the ground while ground handling your glider. Good coordination of your movements and coordination with the wing on the ground will enable you a quick progression when actively flying in the air. The next step is to attend SIV courses where you should also get a better understanding of the full brake range and the glider's speeds.

Flying in turbulence

Wing deflations can occur in a strong turbulence. The ROOK is designed and tested to recover without pilot's input in almost all situations by simply releasing the brakes and letting the glider fly. To train and understand all the manoeuvres described, attend SIV courses.

Cascade of events

Many reserve deployments are the result of a cascade of over-corrections by the pilot. Over-corrections are usually not problematic because of the input itself or its intensity; but due to the length of time the pilot continues to over-handle. After every input you have to allow the wing to re-establish its normal flying speed. Note that over-corrections are often worse than no input at all.

Asymmetric deflations

Strong turbulence may cause the wing to collapse asymmetrically. Before this occurs the brake lines and the feeling of the harness will transmit a loss of pressure to the pilot. This feedback is used in active piloting to prevent a collapse. If the collapse does occur, the ROOK will easily re-inflate without the pilot's reaction, but the wing will turn towards the collapsed side.

To prevent this from happening turn and actively recover the asymmetric collapse by weight shifting and applying appropriate brake input on the side that is still flying. Be careful not to over-brake your wing's flying side. This is enough to maintain your course and give the glider enough time to recover the collapsed side by itself. To actively reopen the collapsed side after course stabilization, pull the brake line on the collapsed side firmly and release it. You can do this several times with a smooth pumping motion. After the recovery, release the brake lines for your glider to regain its trim speed. You must be aware of the fact that asymmetric collapses are much more radical when flying accelerated. This is due to the difference in weight and the inertia of the canopy and the pilot hanging below.

Symmetric deflations

Symmetric or frontal deflations normally reopen immediately by themselves without pilot's input. The glider will then regain its airspeed accompanied by a small surge forwards. To actively control this event, apply both brakes slightly when the collapse occurs and then instantly release the brakes to let the glider fly. Be prepared to compensate for the glider's slight surge forward while returning to normal flying.

Wing tangle, cravat

A cravat is very unlikely to happen with the ROOK, but it may occur after a severe deflation or in a cascading situation, when the wing tip gets caught in the glider's lines. A pilot should be familiar with the procedure of handling this situation with any glider. Familiarize yourself with the stabilizer's main line ("stabilo" line) already on the ground. If a cravat occurs, the first thing to do is to try to keep the glider flying on a straight course. Do this by weight shifting and counter braking the untangled side. After that, grab the stabilizer's main line on the tangled side and pull it down until it becomes tight again. At this point the cravat normally releases itself.

Possible solutions of the cravat situations (consult your SIV instructor):

- Pulling the wing tip "stabilo" line
- Using a full stall, but it is essential to be very familiar with this manoeuvre. You also want to have a lot of relative height.
- If you are in a situation where you have a cravat and you are low in rotation or even with twisted risers, then the only solution is the reserve parachute.

Negative spin

In normal flight you are far from negative spin. But, certain circumstances may lead to it. Should this occur, just release the brake lines progressively and let the wing regain its flying speed. Be prepared for the glider to surge forward, compensating the surge with brake input if necessary.

Full stall

A full stall does not occur unintentionally on its own – it happens if you pull both brakes for 100% and hold them. The wing then performs a so called full stall. Releasing the brakes improperly may lead to massive surge of the glider with danger of falling into the canopy. This is a complex manoeuvre and as such outside the scope of this manual. You should practice and learn this manoeuvre only on a SIV course under professional supervision.

Deep stall

Generally when in deep stall, the wing has no forward motion and at the same time high sink speed. When in deep stall the wing is almost fully inflated. With the ROOK it is very unlikely to get into this situation unintentionally. This could possibly happen if you are flying at a very low speed in turbulent conditions. Also the porosity of the material and line stretch on a very old glider can increase the possibility of the deep stall tendency. If you trained this manoeuvre on a SIV course you would realize that it is very hard to keep the ROOK in deep stall. If you apply the brakes a little bit too much you enter the full stall. If you release the brakes

just a little bit too much the wing returns to normal flight. If you want to practice the deep stall on SIV courses, you need to master the full stall first.

Fast decent techniques

Fast descent techniques should be well familiar to any pilot as they are important resources to be used in certain situations. These manoeuvres should be learned at your flying school as a part of paragliding pilot training. Nevertheless, we recommend practicing these manoeuvres on SIV courses under professional supervision.

Big ears
This is a safe method to moderately loose altitude while still maintaining forward speed. To do big ears, release any brake line loops around your wrist, set your leg on the speed bar, but do not push it. Now pull the outer A lines (the A2 risers in the drawing) on both sides. As long as you keep the A2 risers pulled, the wing tips stay folded and the sink speed increases. To regain normal flight, release the A2 risers, and if necessary apply the brakes with short impulse movements. Release big ears at least 100 meters above the ground. While using big ears, the wing speed decreases, which is why we also recommend using the accelerator half way in combination with big ears to maintain enough horizontal speed and to also additionally increase vertical speed. Be careful not to pull the brakes while making the ears! Steering is done by weight shift only. Always do the big ears first and then accelerate; not the other way around as you will risk getting a frontal collapse.

B line stall
While in the B-stall the glider has no horizontal speed and the sink rate increases to about -8m/s. To enter the B-stall reach for the B risers just below the maillons and pull both B line risers symmetrically for about 20 cm. To exit the manoeuvre, simultaneously release both risers quickly. On exit the ROOK gently dives without deep stall tendencies.

Spiral dive
The spiral dive is the most demanding of all three manoeuvres (Big ears, B-stall, Spiral) and should only be trained gradually and always at high altitude. The spiral dive should be practiced and learned on a SIV course under professional supervision.

To enter the spiral, weight shift to the desired side and gradually apply the brake on the same side. Then let the wing accelerate for two turns and you will enter the spiral dive. While in the spiral, you can control your descent rate and bank angle by applying more or less inner brake. Depending on how steep the spiral is you may need to use also outer brake.

To exit the spiral dive we recommend that the pilot is in the neutral weight shift position. If you release the inner brake, the wing exits the spiral dive by itself. The ROOK has no tendency of a stable spiral but you should be aware of the procedure for exiting a stable spiral.

To exit a stable spiral dive, weight shift to the opposite side of the turn and apply the outer brake until feeling the deceleration of the wing rotation. Then release the outer brake and let the glider decelerate for the next couple of turns. To avoid a big pendulum movement after exiting the spiral, apply a short brake input on the inner side before the glider exits the spiral.

Warnings (Spiral dive):
- There is a possibility of losing consciousness while in the spiral dive. Never make a spiral with more than 16-18m/s sinking speed.
- In fast spirals it may be necessary to apply the outer brake to begin exiting the spiral dive.
- If practicing the spiral dive low, a pilot may not have enough altitude or time to safely exit this manoeuvre.

Winch launch

The ROOK is easy to launch using a winch and has no special characteristics considering this kind of launching. To practice this launching technique special training is needed and you have to be aware of the procedures and dangers, which are specific for winching. We do not recommend using any special towing device which accelerates the glider during the winch launch.

Aerobatics

The ROOK was not designed for aerobatics, therefore, these may not be performed on this glider. In addition to this, any extreme manoeuvres place unnecessary stress on the glider and shorten its lifespan.

Primary controls failure

If for any reason you cannot use the brake lines, you have to pilot the wing to the landing place by using weight shift. Weight shift should be enough to safely land the glider. You can also use the C risers to control and steer the wing. Be careful not to over-handle the glider by using the C riser technique when steering. By pulling the C risers too strong you can cause a stall or a negative spin. Land your glider at trim speed without using the C risers, to avoid over-handling the glider low above ground. We recommend using weight shift.

Landing

Similarly to the take-off, the ROOK's landing characteristics are easy. In turbulent conditions it is advisable to apply about 15% of the brakes, to increase stability and the feeling of the glider. Before landing, adopt the standing position as this is the most effective and the safest way to compensate the touch down with your legs. Again we recommend training the landing manoeuvre, as it might be useful to be able to land in small places, especially in an unknown cross country terrain. Learn to evaluate the wind direction by observing the signs on the ground and also your drift while making turns. This proves to be useful for cross country, when landing outside of your usual landing field. Another advice we suggest taking into account in stronger winds is to go higher for the landing fields and thus assuring you reach them. Likewise, always look for possible alternatives downwind.

Maintenance

General advice

Careful maintenance of your glider and the following simple guidelines will ensure a much longer airworthiness and performance of your wing:

- Pack your glider after you land and do not unnecessarily expose it to UV radiation by leaving it on the landing site unpacked. The sun UV radiation degrades the cloth and lines material.
- Fold your glider like recommended under the section of packing instructions.
- If the glider is damp or wet when you pack it, partially unfold it at home to allow it to dry. Do not dry it in direct sunlight.
- Avoid exposing the glider to violent shocks, such as the leading edge hitting the ground.
- Avoid dragging the glider on the ground or through rocky terrain as you might damage the lines or canopy.
- Avoid stepping on the lines or canopy, especially when they are lying on a hard surface.
- Avoid exposing the glider to salt water, as it damages the lines and the canopy material (wash with fresh water).
- Avoid bending your lines, especially in a small radius.
- Avoid opening your glider in strong winds without first untangling the lines.
- In general, avoid exposing your glider to very hot or humid environments, UV radiation or chemicals.

Packing instructions

It is important to correctly pack your glider as this prolongs its lifespan. We recommend that you fold the glider like a harmonica, neatly aligning the profiles with the leading edge reinforcements side by side. The wing should then be folded in three parts or two folds. The wing should be packed as loosely as possible. While packing be careful not to trap any grasshoppers inside your canopy as they will tear the canopy cloth. This technique will make your glider last longer and ensure its best performance.

Storage

Correctly packed, store your glider in a dry place at room temperature. The glider should not be stored damp, wet, sandy, salty or with objects inside the cells of the glider. Keep your equipment away from any chemicals.

Cleaning

If necessary always clean your glider with fresh water and a cloth only, without using any cleaning chemicals. This includes also the lines and canopy. More importantly, always remove any stones or sand from the canopy as they will gradually damage the material and reduce the glider's lifespan.

Repair

To repair small damages (less than 5cm) on the canopy cloth, you can use the rip stop tape. Greater damages, including stitches and lines must be repaired by a specialized repair shop. Damaged lines should be replaced by a Triple Seven dealer. When replacing a line it should always be compared with the counterpart for adjusting the appropriate length. After the line was repaired, the wing should be inflated before flying, to ensure that everything was done correctly. Major repairs, such as replacing panels, should only be carried out by a Triple Seven distributor or Triple Seven. If you are unsure about the damage or in any doubt please contact Triple Seven.

Checks and control

To ensure the wing's airworthiness the ROOK has to be periodically serviced and checked to guarantee that the glider continues to fulfil the EN certification results and to extend your glider's lifespan. We recommend a line check and trim inspection every 100 hours or 12 months depending what happens first. After that, the glider needs to be fully checked after 150 hours or 24 months of usage, whichever comes earlier. This inspection includes checking the suspension lines, line geometry, riser geometry and the permeability of the canopy material. A certified inspector can then define the check interval depending on the glider's condition. Please note that the condition of the glider can vary considerably depending on the type of usage and environment. Salty coastal air or dunes will considerably affect your wing's material. For more information please visit our website.

Packing ROOK

1. FOLD THE GLIDER LIKE HARMONICA

2. ALIGN THE CELLS

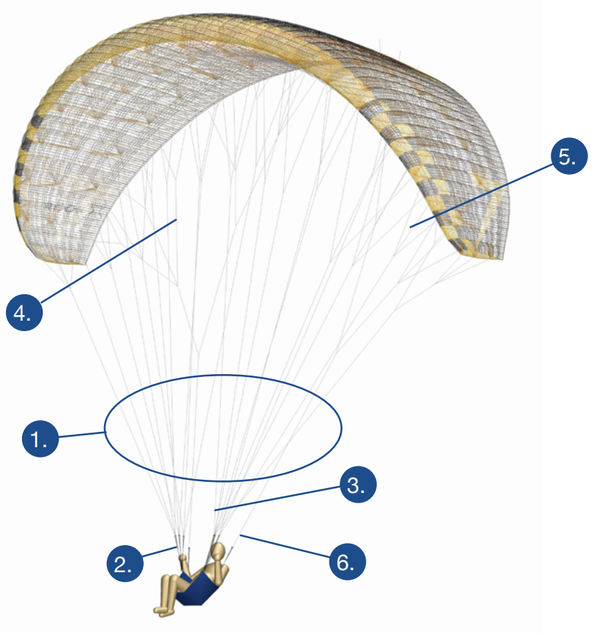
3. FOLD LEADING EDGE BACK TOWARD TRAILING EDGE AND ALIGN THE CELS

4. FOLD THE GLIDER IN THREE PARTS

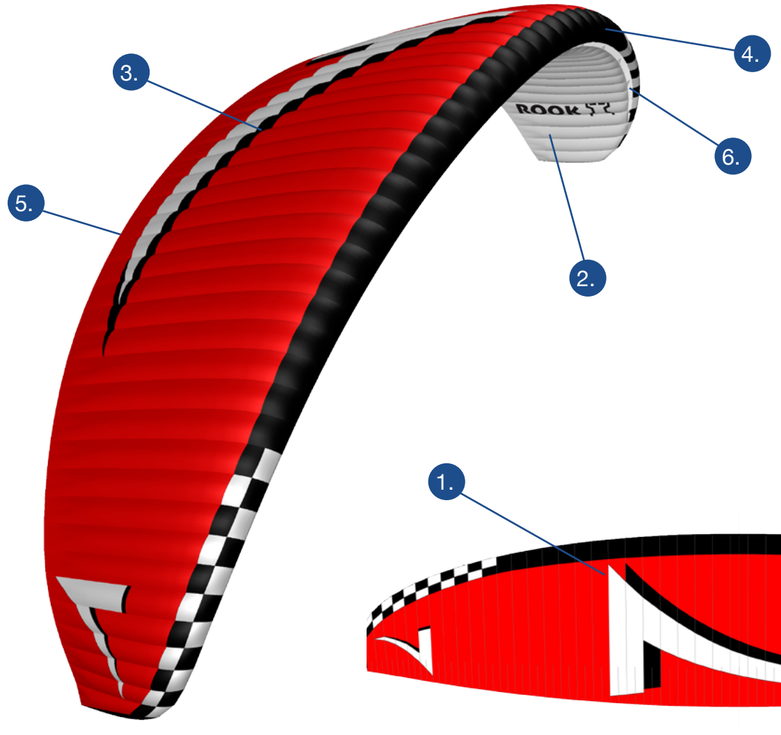
5. FINISHED
CHECK THE VIDEO:

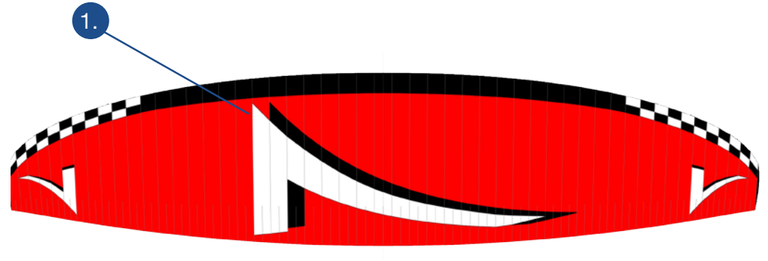
HTTP://777GLIDERS.COM/CONTENT/PACKING-ROOK

Technical data



1. Suspension lines
2. Risers
3. Main lines
4. Middle cascades
5. Upper cascades
6. Brake lines





1. Canopy
2. Bottom surface
3. Top surface
4. Leading edge
5. Trailing edge
6. Intake cell openings

Technical data

SIZE			ROOK S	ROOK M	ROOK L
CELLS	NUMBER		53	53	53
FLAT	AREA	m^2	24.5	26.5	28.5
	SPAN	m	11.6	12.0	12.5
	ASPECT RATIO		5.447	5.447	5.447
PROJECTED	AREA	m^2	20.7	22.4	24.1
	SPAN		9.2	9.5	9.9
	ASPECT RATIO		4.095	4.095	4.095
ROOT CHORD		m	2.642	2.748	2.849

RISERS		A	B	C	
ROOK S	LENGTHS (mm)	560	560	560	STANDARD
ROOK S	LENGTHS (mm)	400	450	560	ACCELERATED
			S-Distance between pulleys: 160		
ROOK M	LENGTHS (mm)	580	580	580	STANDARD
ROOK M	LENGTHS (mm)	400	465	580	ACCELERATED
			M-Distance between pulleys: 180		
ROOK L	LENGTHS (mm)	600	600	600	STANDARD
ROOK L	LENGTHS (mm)	400	480	600	ACCELERATED
			L-Distance between pulleys: 200		

SIZE			ROOK S	ROOK M	ROOK L
	TRIMS		NO	NO	NO
IN FLIGHT WEIGHT	MINIMUM	kg	70	80	100
	MAXIMUM	kg	85	105	120
GLIDER WEIGHT		kg	4.8	5.5	6.0
CERTIFICATION		EN	B	B	B

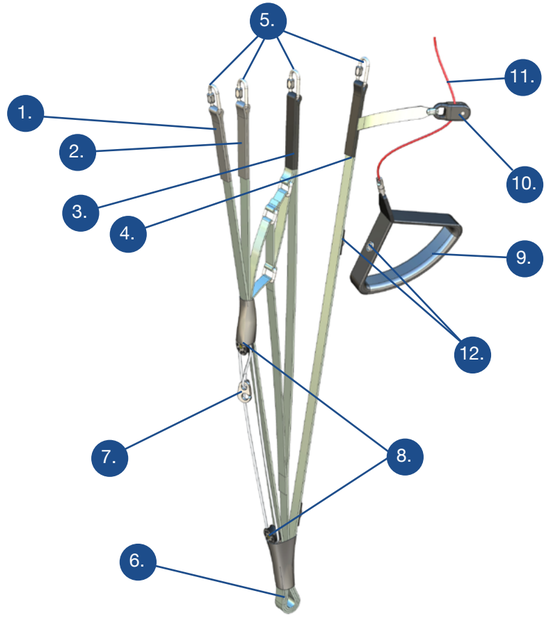
Materials description

CANOPY	FABRIC CODE
Upper surface	NCV 9092-E85A, NCV 9017-E77A
Bottom surface	NCV 9017-E68A
Profiles	NCV 9017 - E29A
Diagonals	NCV 9017 - E29A
Loops	COUSIN 608 10mm
Reinforcement loops	NCV F06391 - E45A
Internal construction D-Ribs, H-Straps, Mini ribs	NCV 9017 - E29A
Thread	Serafil 40/2000, 60/2000

SUSPENSION LINES	FABRIC CODE
Upper cascades	Edelrid A-7000-120-000
Upper cascades	Edelrid A-7000-080-000
Upper cascades	Edelrid A-7000-065-000
Middle cascades	Edelrid A-7000-065-000
Main	Edelrid A-7000-200-000
Main	Edelrid A-7000-160-00
Brake lines	Cousin 12110/0.6 - Dyneema
Brake lines	Cousin 12250/0.9 - Dyneema
Main brake	Cousin Red 260 / 2.1mm Dyneema
Thread	Serafil Amann 60/0415

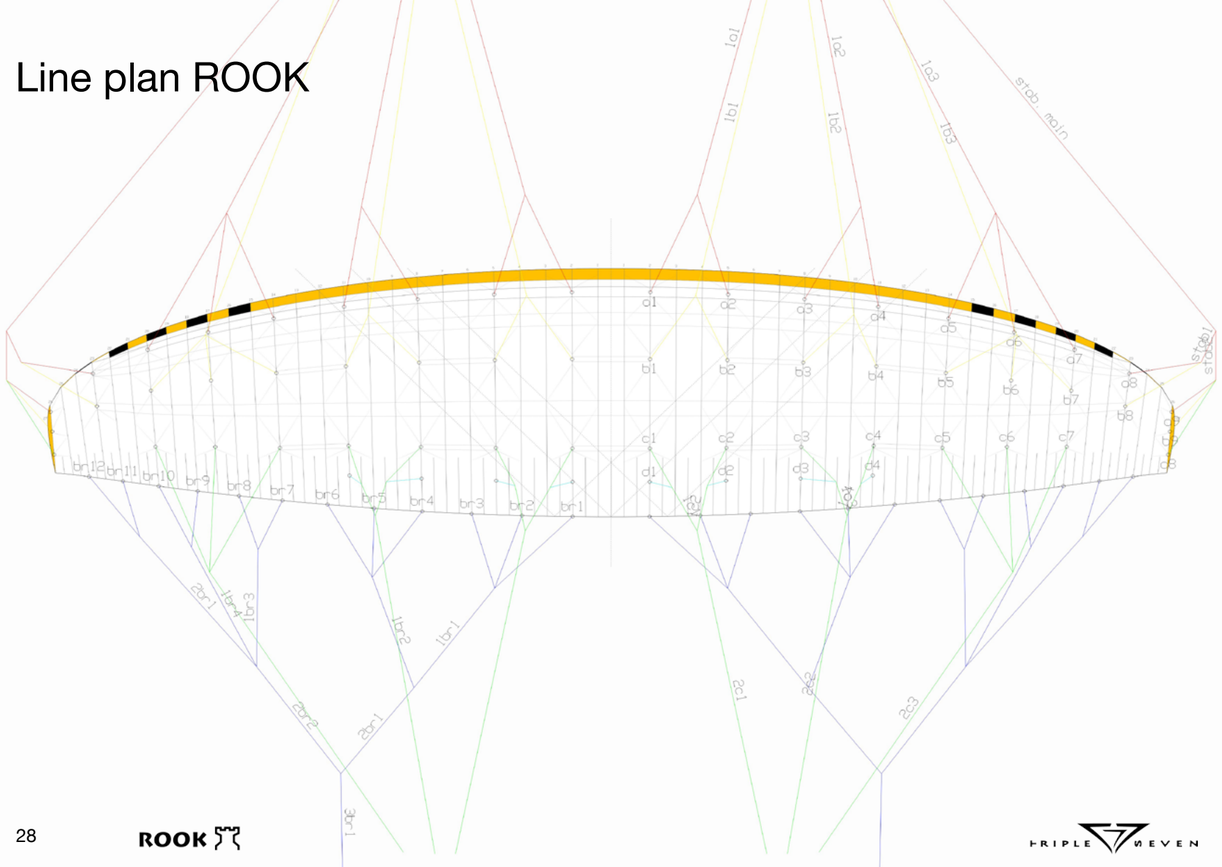
RISERS	FABRIC CODE
Material	Webbing Cousin 3455-12mm, Güth & Wolf 70 404/12,5mm Dyneema
Material	Cousin 3455-12mm Kevlar
Color indicator	Omnitech 200/200PU
Thread	Serafil Amann 20/4000, 20/1078
Brake Swivel	Fob ningbo - china 6mm
Maillons	Rapid Peguet MRNI03.0
Pulleys	4x Harken 467 16mm ball bearing pulley

ROOK risers arrangement



1. A1 riser
2. A2 riser, (Ears)
3. B riser, (B-Stall)
4. C riser
5. Maillons
6. Main attachment point
7. Speed bar attachment point
8. Speed bar pulleys (200mm)
9. Brake handle
10. Brake line pulley
11. Main brake line
12. Clip for brake handle
13. ROOK has no trimmers or any other adjustable or removable device

Line plan ROOK



Line lengths ROOK L

Triple Seven ROOK L Lines Length (mm)

First gallery

Lines A	mm	Lines B	mm	Lines C	mm	Lines D	mm	BR lines	mm
a1	1921	b1	1765	c1	508	d1	652	br1	1643
a2	1881	b2	1732	c2	521	d2	655	br2	1253
a3	1792	b3	1634	c3	471	d3	606	br3	1033
a4	1773	b4	1632	c4	537	d4	649	br4	1303
a5	2188	b5	2143	c5	2066			br5	1220
a6	2051	b6	2022	c6	1929			br6	1321
a7	2066	b7	2024	c7	1908			br7	720
a8	1130	b8	1081	c8	981			br8	662
a9	894	b9	890					br9	637
								br10	633
								br11	585
								br12	531

Second gallery

Lines A	mm	Lines B	mm	Lines C	mm	Lines D	mm	BR lines	mm
				1c1	1014			1br1	1350
				1c2	985			1br2	879
				1c3	944			1br3	1661
				1c4	869			1br4	1612
								1br5	1653

Main Lines **Stabilo Lines**

Lines A	mm	Lines B	mm	Lines C	mm	Lines D	mm	BR lines	mm	STB	mm
1a1	4885	1b1	4945	2c1	5301			2br1	1823	stab2	496
1a2	4961	1b2	5036	2c2	5382			2br2	1402	stab1	568
1a3	4521	1b3	4486	2c3	4653			3br1	1570	stab. main	4638
								br main	1815 cut, 1607 mark		

Line lengths ROOK M

Triple Seven ROOK M Lines Length (mm)

First gallery

Lines A	mm	Lines B	mm	Lines C	mm	Lines D	mm	BR lines	mm
a1	1852	b1	1702	c1	490	d1	626	br1	1584
a2	1814	b2	1670	c2	502	d2	632	br2	1208
a3	1726	b3	1576	c3	454	d3	584	br3	996
a4	1710	b4	1574	c4	518	d4	626	br4	1256
a5	2110	b5	2066	c5	1992			br5	1176
a6	1978	b6	1950	c6	1860			br6	1274
a7	1998	b7	1968	c7	1840			br7	694
a8	1098	b8	1042	c8	946			br8	638
a9	862	b9	858					br9	614
								br10	610
								br11	564
								br12	512

Second gallery

Lines A	mm	Lines B	mm	Lines C	mm	Lines D	mm	BR lines	mm
				1c1	978			1br1	1302
				1c2	950			1br2	848
				1c3	910			1br3	1602
				1c4	838			1br4	1554
								1br5	1594

Main Lines

										Stabilo Lines	
Lines A	**mm**	**Lines B**	**mm**	**Lines C**	**mm**	**Lines D**	**mm**	**BR lines**	**mm**	**STB**	**mm**
1a1	4710	1b1	4768	2c1	5112			2br1	1758	stab2	478
1a2	4784	1b2	4856	2c2	5194			2br2	1352	stab1	548
1a3	4359	1b3	4326	2c3	4487			3br1	1514	stab. main	4472
								br main	1750 cut, 1550 mark		

Line lengths ROOK S

Triple Seven ROOK S Lines Length (mm)

First gallery

Lines A	mm	Lines B	mm	Lines C	mm	Lines D	mm	BR lines	mm
a1	1778	b1	1634	c1	470	d1	601	br1	1521
a2	1741	b2	1603	c2	482	d2	607	br2	1160
a3	1657	b3	1513	c3	436	d3	561	br3	956
a4	1642	b4	1511	c4	497	d4	601	br4	1206
a5	2026	b5	1983	c5	1912			br5	1129
a6	1899	b6	1872	c6	1786			br6	1223
a7	1912	b7	1874	c7	1766			br7	666
a8	1046	b8	1000	c8	908			br8	612
a9	828	b9	824					br9	589
								br10	586
								br11	541
								br12	492

Second gallery

Lines A	mm	Lines B	mm	Lines C	mm	Lines D	mm	BR lines	mm
				1c1	939			1br1	1250
				1c2	912			1br2	814
				1c3	874			1br3	1538
				1c4	804			1br4	1492
								1br5	1530

Main Lines

										Stabilo Lines	
Lines A	**mm**	**Lines B**	**mm**	**Lines C**	**mm**	**Lines D**	**mm**	**BR lines**	**mm**	**STB**	**mm**
1a1	4522	1b1	4577	2c1	4914			2br1	1688	stab2	459
1a2	4593	1b2	4662	2c2	4969			2br2	1298	stab1	526
1a3	4185	1b3	4145	2c3	4288			3br1	1453	stab. main	4299
								br main	1728 cut, 1536 mark		

para-test.com

paragliding by air turquoise

Air Turquoise SA
Rte du Pré-au-Comte 8 | CH-1844 Villeneuve
tel. +41 21 965 65 65 | mobile +41 79 202 52 30
info@para-test.com

AIR TURQUOISE SA certified by

ISO 9001 BUREAU VERITAS Certification

TRIPLE SEVEN

Class: **B**

In accordance with EN standards 926-2:2005 & 926-1:2006: **PG_0589.2012**

Date of issue (DMY): **03. 10. 2012**

Manufacturer: **777 jadralna padala d.o.o.**

Model: **Rook S**

Serial number:

Configuration during flight tests

Paraglider		**Accessories**	
Maximum weight in flight (kg)	**85**	Range of speed system (cm)	**17**
Minimum weight in flight (kg)	**70**	Speed range using brakes (km/h)	**13**
Gliders weight (kg)	**4.8**	Range of trimmers (cm)	**0**
Number of risers	**3**	Total speed range with accessories (km/h)	**24**
Projected area (m2)	**20.7**		

Harness used for testing (max weight)		**Inspections** (whichever happens first)
Harness type	**ABS Standard**	every 12 months or every 100 flying hours
Harness brand	**Niviuk Gliders**	Warning! Before use refer to user's manual
Harness model	**Hamak M**	Person or company having presented the glider for testing: **None**
Harness to risers distance (cm)	**49**	
Distance between risers (cm)	**46**	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
A	A	B	A	A	A	A	A	A	B	B	A	A	B	B	A	A	A	A	B	A	A	A	0

ROOK

para-test.com

paragliding by air turquoise

Air Turquoise SA
Rte du Pré-au-Comte 8 | CH-1844 Villeneuve
tel. +41 21 965 65 65 | mobile +41 79 202 52 30
info@para-test.com

AIR TURQUOISE SA certified by

ISO 9001 BUREAU VERITAS Certification

Flight test report: EN

Manufacturer	**777 jadralna padala d.o.o.**	Certification number	PG_0589.2012
Address	Ulica Ane Žihlerlove 10 1000 Ljubljana Slovenia	Date of flight test	04. 07. 2012
Representative	None	Place of test	Villeneuve
Glider model	**Rook S**	**Classification**	**B**
Trimmer	no		

	Test pilot	Fukuoka Seiko		Thurnheer Claude	
	Harness	Niviuk - Hamak		Niviuk Gliders - Hamak M	
Total weight in flight (kg)		70		85	
1. Inflation/Take-off		**A**			
Rising behaviour		Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required		No	A	No	A
2. Landing		**A**			
Special landing technique required		No	A	No	A
3. Speed in straight flight		**B**			
Trim speed more than 30 km/h		Yes	A	Yes	A
Speed range using the controls larger than 10 km/h		Yes	A	Yes	A
Minimum speed		25 km/h to 30 km/h	B	Less than 25 km/h	A
4. Control movement		**A**			
Max. weight in flight up to 80 kg					
Symmetric control pressure / travel		Increasing / greater than 55 cm	A	not available	0
Max. weight in flight 80 kg to 100 kg					
Symmetric control pressure / travel		not available	0	Increasing / greater than 60 cm	A
Max. weight in flight greater than 100 kg					
Symmetric control pressure / travel		not available	0	not available	0
5. Pitch stability exiting accelerated flight		**A**			
Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs		No	A	No	A
6. Pitch stability operating controls during accelerated flight		**A**			
Collapse occurs		No	A	No	A
7. Roll stability and damping		**A**			
Oscillations		Reducing	A	Reducing	A
8. Stability in gentle spirals		**A**			
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	A
9. Behaviour in a steeply banked turn		**B**			
Sink rate after two turns		Up to 12 m/s	A	More than 14 m/s	B
10. Symmetric front collapse		**B**			
Entry		Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery		Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course		Dive forward 0° to 30° / Entering a turn of less than 90°	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs		No	A	No	A
With accelerator					
Entry		Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery		Spontaneous in 3 s to 5 s	B	Spontaneous in less than 3 s	A

Dive forward angle on exit / Change of course	Dive forward 30° to 60° / Entering a turn of less than 90°	B	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
11. Exiting deep stall (parachutal stall)	**A**			
Deep stall achieved	Yes	A	Yes	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	A	No	A
12. High angle of attack recovery	**A**			
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	A	No	A
13. Recovery from a developed full stall	**B**			
Dive forward angle on exit	Dive forward 30° to 60°	B	Dive forward 0° to 30°	A
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapses)	No	A	No	A
Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse	**B**			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 70% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	90° to 180° / Dive or roll angle 15° to 45°	B
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	90° to 180° / Dive or roll angle 15° to 45°	B
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
15. Directional control with a maintained asymmetric collapse	**A**			
Able to keep course	Yes	A	Yes	A
180° turn away from the collapsed side possible in 10 s	Yes	A	Yes	A
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A

16. Trim speed spin tendency	**A**			
Spin occurs	No	A	No	A
17. Low speed spin tendency	**A**			
Spin occurs	No	A	No	A
18. Recovery from a developed spin	**A**			
Spin rotation angle after release	Stops spinning in less than 90°	A	Stops spinning in less than 90°	A
Cascade occurs	No	A	No	A
19. B-line stall	**B**			
Change of course before release	Changing course less than 45°	A	Changing course less than 45°	A
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in 3 s to 5 s	B
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Cascade occurs	No	A	No	A
20. Big ears	**A**			
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
21. Big ears in accelerated flight	**A**			
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Behaviour immediatery after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	A
22. Behaviour exiting a steep spiral	**A**			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A
Sink rate when evaluating spiral stability [m/s]	14		19	
23. Alternative means of directional control	**A**			
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
24. Any other flight procedure and/or configuration described in the user's manual	**0**			
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0
25. Comments of test pilot				
Comments				

Certification specimens

para-test.com
paragliding by air turquoise
Air Turquoise SA
Rte du Pré-au-Comte 8 | CH-1844 Villeneuve
tel. +41 21 965 65 65 | mobile +41 79 202 52 30
info@para-test.com

AIR TURQUOISE SA certified by
ISO 9001 BUREAU VERITAS Certification

Class: **B**

In accordance with EN standards 926-2:2005 & 926-1:2006: **PG_0547.2012**

Date of issue (DMY): **09. 03. 2012**

Manufacturer: **777 jadralna padala d.o.o.**

Model: **Rook M**

Serial number:

Configuration during flight tests

Paraglider		**Accessories**	
Maximum weight in flight (kg)	**105**	Range of speed system (cm)	**20**
Minimum weight in flight (kg)	**80**	Speed range using brakes (km/h)	**14**
Glider's weight (kg)	**4.8**	Range of trimmers (cm)	**0**
Number of risers	**3**	Total speed range with accessories (km/h)	**28**
Projected area (m2)	**22.4**		
Harness used for testing (max weight)		**Inspections** (whichever happens first)	
Harness type	**ABS**	every 12 months or every 100 flying hours	
Harness brand	**Sup' Air**	Warning! Before use refer to user's manual	
Harness model	**Access**	Person or company having presented the glider for testing: **Aliaz Valic**	
Harness to risers distance (cm)	**49**		
Distance between risers (cm)	**46**		

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
A	A	A	A	A	A	A	A	B	B	A	A	B	B	A	A	A	A	A	B	A	A	A	0

ROOK

para-test.com
paragliding by air turquoise
Air Turquoise SA
Rte du Pré-au-Comte 8 | CH-1844 Villeneuve
tel. +41 21 965 65 65 | mobile +41 79 202 52 30
info@para-test.com

AIR TURQUOISE SA certified by
ISO 9001 BUREAU VERITAS Certification

Flight test report: EN

Manufacturer	**777 jadralna padala d.o.o.**	Certification number	PG_0547.2012
Address	Ulica Ane Ziherlove 10 1000 Ljubljana Slovenia	Date of flight test	28. 02. 2012
RepresentativeA	liaz Valic	Place of test	Villeneuve
Glider model	**Rook MC**	**lassificationB**	
Trimmers	o		

Test pilot	Thurnheer Claude	Berruex Gilles
Harness	Sup' Air - Altiplume M	Sup' Air - Access
Total weight in flight (kg)	80	105

1. Inflation/Take-offA				
Rising behaviour	Smooth, easy and constant rising	AS	mooth, easy and constant rising	A
Special take off technique requiredN	oA		No	A
2. Landing	**A**			
Special landing technique requiredN	oA		No	A
3. Speed in straight flight	**A**			
Trim speed more than 30 km/h	YesA		YesA	
Speed range using the controls larger than 10 km/h	YesA		YesA	
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement	**A**			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	not available0		not available0	
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	Increasing / greater than 60 cm	A	not available0	
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available0		Increasing / greater than 65 cm	A
5. Pitch stability exiting accelerated flight	**A**			
Dive forward angle on exitD	ive forward less than 30°	AD	ive forward less than 30°	A
Collapse occursN	oA		No	A
6. Pitch stability operating controls during accelerated flight	**A**			
Collapse occursN	oA		No	A
7. Roll stability and damping	**A**			
Oscillations	Reducing	AR	educing	A
8. Stability in gentle spirals	**A**			
Tendency to return to straight flightS	pontaneous exitA		Spontaneous exitA	
9. Behaviour in a steeply banked turn	**B**			
Sink rate after two turns	12 m/s to 14 m/sA		More than 14 m/sB	
10. Symmetric front collapse	**B**			
Entry	Rocking back less than 45°	AR	ocking back less than 45°	A
RecoveryS	pontaneous in 3 s to 5 s	BS	pontaneous in less than 3 sA	
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	AD	ive forward 0° to 30° / Entering a turn of less than 90°	A
Cascade occursN	oA		No	A
With accelerator				
Entry	Rocking back less than 45°	AR	ocking back less than 45°	A
RecoveryS	pontaneous in 3 s to 5 s	BS	pontaneous in less than 3 sA	

TRIPLE SEVEN

Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	AD	ive forward 0° to 30° / Entering a turn of less than 90°	A
Cascade occursN	oA		No	A
11. Exiting deep stall (parachutal stall)	**A**			
Deep stall achieved	YesA		YesA	
RecoveryS	pontaneous in less than 3 s	AS	pontaneous in less than 3 s	A
Dive forward angle on exitD	ive forward 0° to 30°	AD	ive forward 0° to 30°	A
Change of course	Changing course less than 45°	AC	hanging course less than 45°	A
Cascade occursN	oA		No	A
12. High angle of attack recoveryA				
RecoveryS	pontaneous in less than 3 s	AS	pontaneous in less than 3 s	A
Cascade occursN	oA		No	A
13. Recovery from a developed full stall	**B**			
Dive forward angle on exitD	ive forward 0° to 30°	AD	ive forward 30° to 60°	B
Collapse	No collapse	AN	o collapse	A
Cascade occurs (other than collapses)	No	AN	oA	
Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	AM	ost lines tight	A
14. Asymmetric collapse	**B**			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 0° to 15°	A
Re-inflation behaviour	Spontaneous re-inflation	AS	pontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occursN	oA		No	A
Twist occursN	oA		No	A
Cascade occursN	oA		No	A
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	90° to 180° / Dive or roll angle 15° to 45°	B
Re-inflation behaviour	Spontaneous re-inflation	AS	pontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occursN	oA		No	A
Twist occursN	oA		No	A
Cascade occursN	oA		No	A
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	AS	pontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occursN	oA		No	A
Twist occursN	oA		No	A
Cascade occursN	oA		No	A
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	90° to 180° / Dive or roll angle 15° to 45°	B
Re-inflation behaviour	Spontaneous re-inflation	AS	pontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occursN	oA		No	A
Twist occursN	oA		No	A
Cascade occursN	oA		No	A
15. Directional control with a maintained asymmetric collapse	**A**			
Able to keep course	YesA		YesA	
180° turn away from the collapsed side possible in 10 sY	es	AY	es	A
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	AM	ore than 50 % of the symmetric control travel	A

TRIPLE SEVEN

16. Trim speed spin tendency	**A**			
Spin occursN	oA		NoA	
17. Low speed spin tendency	**A**			
Spin occursN	oA		NoA	
18. Recovery from a developed spinA				
Spin rotation angle after release	Stops spinning in less than 90°	AS	tops spinning in less than 90°	A
Cascade occursN	oA		NoA	
19. B-line stallA				
Change of course before release	Changing course less than 45°	AC	hanging course less than 45°	A
Behaviour before release	Remains stable with straight span	AR	emains stable with straight span	A
RecoveryS	pontaneous in less than 3 sA		Spontaneous in less than 3 sA	
Dive forward angle on exitD	ive forward 0° to 30°	AD	ive forward 30° to 60°	A
Cascade occursN	oA		NoA	
20. Big earsB				
Entry procedureD	edicated controls	AS	tandard technique	A
Behaviour during big earsS	table flight	AS	table flight	A
RecoveryS	pontaneous in 3 s to 5 s	BS	pontaneous in less than 3 sA	
Dive forward angle on exitD	ive forward 0° to 30°	AD	ive forward 0° to 30°	A
21. Big ears in accelerated flight	**A**			
Entry procedureD	edicated controls	AS	tandard technique	A
Behaviour during big earsS	table flight	AS	table flight	A
RecoveryS	pontaneous in 3 s to 5 s	AS	pontaneous in less than 3 sA	
Dive forward angle on exitD	ive forward 0° to 30°	AD	ive forward 0° to 30°	A
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	AS	table flight	A
22. Behaviour exiting a steep spiralA				
Tendency to return to straight flight	Spontaneous exitA		Spontaneous exitA	
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A
Sink rate when evaluating spiral stability [m/s]1	61		8	
23. Alternative means of directional controlA				
180° turn achievable in 20 sY	es	AY	es	A
Stall or spin occursN	oA		NoA	
24. Any other flight procedure and/or configuration described in the user's manual	**0**			
Procedure works as described	not available0		not available0	
Procedure suitable for novice pilots	not available0		not available0	
Cascade occurs	not available0		not available0	
25. Comments of test pilot				
Comments				

ROOK

para-test.com

paragliding by air turquoise

Air Turquoise SA
Rte du Pré-au-Comte 8 | CH-1844 Villeneuve
tel. +41 21 965 65 65 | mobile +41 79 202 52 30
info@para-test.com

AIR TURQUOISE SA certified by

ISO 9001 BUREAU VERITAS Certification

TRIPLE SEVEN

Class: B

In accordance with EN standards 926-2:2005 & 926-1:2006: **PG_0584.2012**

Date of issue (DMY): **13. 10. 2012**

Manufacturer: **777 jadralna padala d.o.o.**

Model: **Rook L**

Serial number:

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	120	Range of speed system (cm)	22
Minimum weight in flight (kg)	100	Speed range using brakes (km/h)	13
Glider's weight (kg)	6	Range of trimmers (cm)	0
Number of risers	3	Total speed range with accessories (km/h)	26
Projected area (m2)	24.1		

Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness type	ABS	every 12 months or every 100 flying hours	
Harness brand	Gin Gliders	Warning! Before use refer to user's manual	
Harness model	Gingo 2 L	Person or company having presented the glider for testing:	None
Harness to risers distance (cm)	40		
Distance between risers (cm)	46		

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
A	A	A	A	A	A	A	A	B	B	A	A	A	B	A	A	A	A	A	A	A	A	A	0

ROOK

para-test.com

paragliding by air turquoise

Air Turquoise SA
Rte du Pré-au-Comte 8 | CH-1844 Villeneuve
tel. +41 21 965 65 65 | mobile +41 79 202 52 30
info@para-test.com

AIR TURQUOISE SA certified by

ISO 9001 BUREAU VERITAS Certification

Flight test report: EN

Manufacturer	**777 jadralna padala d.o.o.**	Certification number	PG_0584.2012
Address	Ulica Ane Zihrlove 10 1000 Ljubljana Slovenia	Date of flight test	25. 05. 2012
Representative	None	Place of test	Villeneuve
Glider model	**Rook L**	**Classification**	**B**
Trimmer	no		

	Test pilot	Thurnheer Claude		Berruex Gilles	
	Harness	Niviuk Gliders - Hamak M		Gin Gliders - Gingo 2 L	
Total weight in flight (kg)		100		120	
1. Inflation/Take-off		**A**			
Rising behaviour		*Smooth, easy and constant rising*	A	*Smooth, easy and constant rising*	A
Special take off technique required		No	A	No	A
2. Landing		**A**			
Special landing technique required		No	A	No	A
3. Speed in straight flight		**A**			
Trim speed more than 30 km/h		Yes	A	Yes	A
Speed range using the controls larger than 10 km/h		Yes	A	Yes	A
Minimum speed		Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement		**A**			
Max. weight in flight up to 80 kg					
Symmetric control pressure / travel		not available	0	not available	0
Max. weight in flight 80 kg to 100 kg					
Symmetric control pressure / travel		not available	0	not available	0
Max. weight in flight greater than 100 kg					
Symmetric control pressure / travel		Increasing / greater than 65 cm	A	Increasing / greater than 65 cm	A
5. Pitch stability exiting accelerated flight		**A**			
Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs		No	A	No	A
6. Pitch stability operating controls during accelerated flight		**A**			
Collapse occurs		No	A	No	A
7. Roll stability and damping		**A**			
Oscillations		Reducing	A	Reducing	A
8. Stability in gentle spirals		**A**			
Tendency to return to straight flight		*Spontaneous exit*	A	*Spontaneous exit*	A
9. Behaviour in a steeply banked turn		**B**			
Sink rate after two turns		More than 14 m/s	B	More than 14 m/s	B
10. Symmetric front collapse		**B**			
Entry		Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery		Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course		Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs		No	A	No	A
With accelerator					
Entry		Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery		*Spontaneous in less than 3 s*	A	*Spontaneous in less than 3 s*	A

TRIPLE SEVEN

Dive forward angle on exit / Change of course	Dive forward 30° to 60° / Keeping course	B	Dive forward 30° to 60° / Keeping course	B
Cascade occurs	No	A	No	A
11. Exiting deep stall (parachutal stall)	**A**			
Deep stall achieved	Yes	A	Yes	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	A	No	A
12. High angle of attack recovery	**A**			
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	A	No	A
13. Recovery from a developed full stall	**A**			
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapses)	No	A	No	A
Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse	**B**			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 0° to 15°	A
Re-inflation behaviour	*Spontaneous re-inflation*	A	*Spontaneous re-inflation*	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	90° to 180° / Dive or roll angle 15° to 45°	B
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	90° to 180° / Dive or roll angle 15° to 45°	B
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
15. Directional control with a maintained asymmetric collapse	**A**			
Able to keep course	Yes	A	Yes	A
180° turn away from the collapsed side possible in 10 s	Yes	A	Yes	A
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A

TRIPLE SEVEN

16. Trim speed spin tendency	**A**			
Spin occurs	No	A	No	A
17. Low speed spin tendency	**A**			
Spin occurs	No	A	No	A
18. Recovery from a developed spin	**A**			
Spin rotation angle after release	Stops spinning in less than 90°	A	Stops spinning in less than 90°	A
Cascade occurs	No	A	No	A
19. B-line stall	**A**			
Change of course before release	Changing course less than 45°	A	Changing course less than 45°	A
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 30° to 60°	A
Cascade occurs	No	A	No	A
20. Big ears	**A**			
Entry procedure	Dedicated controls	A	Standard technique	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
21. Big ears in accelerated flight	**A**			
Entry procedure	Dedicated controls	A	Standard technique	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	A
22. Behaviour exiting a steep spiral	**A**			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A
Sink rate when evaluating spiral stability [m/s]	18		18	
23. Alternative means of directional control	**A**			
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
24. Any other flight procedure and/or configuration described in the user's manual	**0**			
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0
25. Comments of test pilot				
Comments				

ROOK

Safety and responsibility

Paragliding is a dangerous and high risk activity, where safety depends on the person practicing it. By purchasing this equipment you are responsible to be a certified paragliding pilot, and you accept all risks involved in paragliding activities, including serious injury and death. Improper use or misuse of paragliding equipment considerably increases these risks.

The designer, manufacturer, distributor, wholesaler and retailer cannot and will not guarantee your safety when using this equipment or accept responsibility for any damage, injury or death as a result of the use of this equipment. This equipment should only be used by qualified and competent pilots or by pilots under supervision of qualified paragliding instructors. You must not use this equipment if you are not trained.

You alone as a qualified and competent pilot must take full responsibility to ensure that you understand the correct and safe use and maintenance of this paragliding equipment and to use it only for the purpose that it was designed for and to practice all proper safety procedures before and during its use.

Guarantee

Triple Seven WARRANTY:

All Triple Seven products are fully warranted for 24 months, against material defects that are not the result of normal wear or accidental damage.

Registration information

To fully use all Triple Seven maintenance and warranty services you need to register your glider on our website. Wanting to provide good product support, we invite you to do so, even if you bought your glider second-hand.

Triple Seven Warranty & Product registration:

http://www.777gliders.com/tripleseven/support

Get involved

As a new Triple Seven pilot we invite you to contact us in case of any technical or practical issues regarding equipment or techniques. We also invite you to send us your flying photos, videos or even postcards. We would like to hear from you and your exciting adventures with your new ROOK! Finally, join our Facebook community and share the passion. Have fun!

Contact

Triple Seven Gliders

Company: 777 jadralna padala d.o.o.

Address: Ulica Ane Ziherlove 10

Postal Code / City: 1000 Ljubljana

Country: Slovenia

Tel.: +386 40 777 313

Email: info@777gliders.com

Online resources

For complete help, the latest news, product information and support go to:

Official website:
www.777gliders.com

Facebook:
www.facebook.com/TripleSevenParagliders

Newsletter register:
www.777gliders.com/newsletter/subscriptions

Ask questions, make suggestions

General questions:

info@777gliders.com

Top 5 XC tips

1. Master your equipment and techniques. Climbing is the most important! Practice it, especially in weak conditions and don’t be afraid to bomb out. Attend safety and XC courses and learn to fly your glider safely along its full speed range.

2. When circling in a weak thermal, cruise and explore it for better lift. When you hit strong cores, tighten up!

3. Know the theory and try it out! Imagine thermals and when you find them, look down and think... Where is it coming from? What was the trigger? Look around, Look around, Look around! Use every sign of luck and don’t hesitate to take it.

4. Plan your XC at home and let your imagination free. In this way, you will have a mission on the take-off and you will not be taken by surprise at cloud base, not knowing what to do next.

5. Fly together with friends and have fun! Share exciting experiences, ask questions and don’t forget the first rule of aviation - always have an alternative option or plan B.

“Primoz Susa”

TRIPLE SEVEN